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COUNTRY East GermanyREPORT NO.                     TOPIC Information on Flight-Training Activities by the Athletic and  
Technical AssociationEVALUATION            25X1XPLACE OBTAINED                      25X1ADATE OF CONTENT 1 April to the beginning of June 1953DATE OBTAINED                      DATE PREPARED 6 August 1953REFERENCES            25X1                      25X1APAGES 2 ENCLOSURES (NO. & TYPE)                     REMARKS                     

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1. From 1 April through 20 May 1953, a glider course was given at the glider school in Wartin. Of the 70 students who participated, 55 passed the examination for the soaring certificate "B"; 20 the examination for the soaring certificate "C"; and 5 were given the pilots certificate "I". While the training course was under way, a VPL officer appeared and appealed to the students to volunteer for service with the VP air force. Eleven of the students gave their consent. They left for Bautzen on 11 May.
2. The glider school in Wartin was headed by one Harig (fnu), about 30 years old. Harig also served as a flight instructor. Flight manager was one Thilow (fnu), 45 years old, and ex-flight instructor. Another flight instructor assigned to the school was one Jaehn (fnu), about 35 years old. The political instructor was one Fischer (fnu), 27 years old. The school consisted of a quartering building, a workshop, and two barns where the gliders were housed. Equipment available included 2 old Baby-II B, 6 new Baby-52, and 4 SG-38 type gliders in addition to 4 winches manufactured by the IFA Plant in Meissen and equipped with 140-HP engines.
3. The following conditions were laid down for the different examinations:  
Soaring certificate "A": 25 take-offs including one flight of at least 30 seconds' duration.  
Soaring certificate "B": 20 take-offs, none of the flights under 60 seconds' duration, and 5 full-circle flights.  
Soaring certificate "C": 20 take-offs, none of the flights under two minutes' duration, and 8 full-circle flights.  
Pilots certificate "I": 8 take-offs after passing the examination for soaring certificate C, none of the flights under 5 minutes' duration and, on each of the flights, two figures eight had to be performed. The total flying time required after passing the examination for saring certificate "A": 2 hours.

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4.                      parachute training was to be started at Wartin. At first, parachuting was to be made from captive balloons.

5. Attig (fnu), chief of the Main Aviation Department at the Athletic and  
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and Technical Association in Halle returned to the VPL as a flight instructor. He was replaced there by one Flig (fmu).

6. Glider schools were available in East Germany at the following places: Schoenhagen-Trebbin, Laucha near Weissenfels, Grossrueckerswalde near Chemnitz, Wartin near Angermuende and Ballenstedt in the Harz mountains. This school was activated on 2 April 1953.
7. Gliders were manufactured at the NAGEMA plant (Nahrungs-und Genussmittel A-G) in Schmiedeberg. To date, 75 SG-38s and more than 100 Baty-52-type gliders have been manufactured.
8. In late 1951, four temporary buildings and two other buildings were constructed at the Laucha glider field, on a hill facing the village of Gleina. These buildings had not been used before 1952, when the Athletic and Technical Association was founded. In 1952, a hangar and a workshop were constructed on the site. It was intended also to use the buildings of the former "Reichssegelfliegerschule", which were still occupied by a hospital. In early June 1953, a course attended by 60 students who wanted to acquire the soaring certificate "A" was held at the glider school in Laucha. The cadre available at the installation consisted of 18 men and included three flight instructors who were ex-sergeants of the former German Air Force. Training conducted at the school was generally considered as inadequate, because the flight instructors were not first class and also because of a shortage of training facilities. Four glider planes and three motor vehicles including two fitted with winches were available. Field training was also given at the school.
9. In early May, source learned that the Athletic and Technical Association operated only one engine flight school at Taucha near Leipzig. Obsolescent biplanes of Soviet make were available at this installation.

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Comment. The existence of glider schools operated by the Athletic and Technical Associations in Wartin and Laucha were known previously, while information on the engine flight school in Taucha near Leipzig is received for the first time. The recruiting campaign conducted at these schools by VPL officers indicates that the glider groups of the association mentioned are to serve as a reservoir for future VP air force personnel.

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